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REMARKS OF MR. SHEPARD.

OF PASQUOTANK, Delivered in the Senate, on the 3d instant, in favor of the bill to incorporate the North Carolina Rail Road Company.

The Senate having resolved itself into committee upon the bill to incorporate the North Carolina Rail Road Company, Mr. Bower of Ashe, moved to strike out the fifth section of the bill. Mr. W. B. Shep-ard rose and addressed the Senate as follows: Mr. Shepard said, as the organ of the committee

which reported the bill now before the House, he felt it to be his duty to say a few words in explana tion of the measure. I do not intend, Mr. Chair man, to deliver a dissertation upon the superior ad vantages of Railroads over the ordinary roads of our country as a mode of transportation. I should sup pose such an act would be at this day nearly as su-perfluous a consumption of time as a discussion of the merits of the Christian dispensation over the ab surdities of paganism. I have never in my life risen in a public body so deeply impressed with the difficulties of the subject before me, as upon this oclarge and important measure; it comes before you at this time not only loaded with its own imperfections, to which all mortal workmanship is subject, but it has likewise to carry the infirmities and blunders of

To say that North Carolina is at present in a crit ical situation, requiring all the patriotism and energy of her sons, would be a feeble expression of our actual condition. We have an exhausted treasury fore us, ruined Railroads around us, and a legislative body distracted and exhausted in the barren struggle of federal politics. From what quarter our Themistocles is to come, who will make a great people out of this chaos of folly and misery, I know not. The signs of the times give no evidence of his approach. and Sir, unless he comes very soon he will only find the disjecta membra of a great people, instead of a healthy living body.

It would be a fruitless and unnecessary act to go into the history of past times, and to inquire who was the pilot that brought the ship of State upon this barren and desolate shore. Sufficient for us to know that she is there, and that her critical situation requires the aid of all hands to launch the gallant vessel upon the broad deep, that she may once more spread her sails and invite the gales of fortune.

I mean, Sir, to disguise nothing. I wish to spread the truth, the whole truth before the Senate. I stand here the advocate of no sectional interest-the apologist of no man and of no party; and I say, it is my deliberate opinion unless this measure or something equivalent is adopted during this Legislature, the State must incur a heavy pecuniary loss. The State is now the sole and exclusive owner of the Raleigh and Gaston Railroad; this road has cost the State \$786,500 in principal, which together with the interest already paid, makes the whole amount paid by the State \$1,070,477, and we are called upon by this bill now to decide whether we will without an effort permit this large amount of public property to be lost, or by venturing a little more in all human probability secure the larger portion of it. I am now stating this subject in a financial point of view, a point from which it must be examined by every member of the Senate, whether he resides in the Eastern or Western part of the State. No matter, Sir, where we reside or what may be our prejudices against this unfortunate work, it is our duty—a duty from which we can-not escape, to relieve the public revenue from the burdens thrown upon it by the present condition of the Raleigh and Gaston Railroad. It is daily asked what shall we do with this Road? To that question there can be but two answers-either we must give it away or finish it. For Sir, I must regard the selling the Road in its present condition as tantamount to giving it away. It would bring nothing at public auction, or at most a sum so small that the State would be dishonored in its acceptance.

Regarding then the sale of this Road in its present condition as utterly impracticable upon any such terms as the State ought to accept, I firmly believe the best thing that can be done both for the State and its citizens, is to finish it. This is the wisest course: it is the course pointed out both by prudence and economy. If we continue "the do-nothing policy" the Road will become a canker upon the Treasury, increasing from year to year. Every year in which we delay adopting a final policy on this subject, our position becomes worse, and the hope of any reasonable settlement of the difficulty the more remote. Postpone the matter two years longer, grant a charter to the Danville and Charlotte Company, and you will not only sever the State into two separate and distinct communities, but you entail upon the State of North Carolina the certain and inevitable loss of both from the experience of Europe and this country, that the great profit of Railroads is derived from travel. Hence it is, that the Raleigh and Gaston Road has been unprofitable. It stops at a small town it to Charlotte, where it will unite with the South Carolina Railroad, and it must necessarily share a portion of the great stream of southern travel that annually flows north to swell the profits of the north- investing money.

I am not now, Sir, about to enter into an estimate relieve the State from its present burden in regard to that, Sir, there is not more than 14 miles difference consequently producing him nothing. I ask you as town of difficult access. practical men, what should the farmer do in such a situation? Ought he to borrow aid from his rich of Internal Improvement from the natural difficulties pair and call upon Hercules to help him. And Her-cules would certainly appear in the shape of a sher-ing

In worldly affairs it has passed into a proverb, that a judicious liberality is the best economy. Let us as statesmen practice upon this mutto; let us for a while forget the miserable struggles of party and the intrigues for office; and North Carolina may yet become a great and flourishing commonwealth.

Having I trust convinced the Senate that the time has arrived, when the large investment made by the State of North Carolina in the Raleigh and Gaston Railroad is in a very precarious condition; that the probability of the entire loss of this property is daily increasing; and that unless this Legislature takes y increasing; and that unless this Legislature takes a prompt and decided action on the subject during its present session, the difficulties of a judicious arrangement of this matter may be beyond the reach of even legislative control, let us examine the bill upon your table, and see the prospect of relief afforded by this measure.

This bill proposes to charter a company to be called the North Carolina Railroad Company, with a capital of \$2,000,000, for the purpose of effecting a communication by Railroad from Gaston on the Roanoke river by the way of Raleigh and by or near Salisbury to the town of Charlotte, in the county of Mecklenburg, being an entire distance of 244 miles, of which 84 miles is now finished and in daily operation. The bill proposes that the State shall become a stockholder in the North Carolina Railroad Company to the amount of \$1,000,000, to be paid for in the

following manner, viz: whenever \$500,000 have been subscribed by solvent individuals, then the Governor is directed to transfer to the Company the Raleigh and Gaston Railroad at the price of \$500,000, to which amount the State becomes a stockholder in the new company. Previous to this transfer the North Carolina Railroad Company shall execute bonds to the Governor to put the Raleigh and Gaston Railroad in complete repair.

The remaining \$500,000 of the States' subscrip tion is to be subscribed pari passe with individual leigh and Gaston Road in such repair that it would subscriptions, so that the State will always have annually yield a profit of at least \$30,000 a year. \$500,000 mere subscribed in each by individuals perceived by the Senate that by this plan, the State becomes a stockholder in the new company to the amount of \$1,000,000, and at the same time pays but \$500,000. It is true she disposes of the Raleigh and Gaston Railroad, but she gets rid of what has been proven by four years experience to be of no value to her -on the contrary an expense - and of what could not probably at this time be sold for half the money. By this means, moreover, the Raleigh and Gaston Railroad will be put in good order; it will be placed under the management of individuals interested in it, and no doubt its \$60,000 of income will be soon swelled to \$100,000, which will amply compensate the new company for what might otherwise appear to be a bad purchase.

This Mr. Speaker, is the main and most important provision in this bill. The other sections are matters of detail, with which I will not now trouble the Senate, as I presume every Senator has examined the bill for his own satisfaction.

It may very properly be asked, will the capital mentioned in the bill be sufficient to extend the Ruleigh and Gaston Railroad to Charlotte? Of that I presume there can be very little doubt. The disance from Raleigh to Charlotte is supposed to be about 160 miles. From the estimates made on the Richmond and Danville road, now under contract, it is ascertained that the cost of that work will be 10,000 dollars per mile. The country between Richmond and Danville being similar to that between Raleigh and Charlotte, and the labor being the same, it is fair to suppose the cost of the two roads will be about the same. If this estimate is true, the road from this place to Charlotte can easily be made by the capital mentioned in the bill. Should the bill pass in the shape it is presented by the committee, I have no doubt the capital can be raised. It would be a reproach to the populous and wealthy country through which the road will run, to suppose that its industrious and patriotic citizens will not avail themselves during this session, for the calm and dispassionate ces a corrupt solicitude to distort the true interpretaof so favorable an opportunity of connecting themselves not only with the markets of their own State. but likewise with those of Virginia and the North. Taking it for granted that there is ability sufficient in the country through which this road will run to build it, the next question to be asked is, does the plan offer sufficient indocements to call forth this ability. Unless it does, all discussion on the subject is idle, for people do not build roads from patriotism, but from a hope or expectation of profit.

As I have already said, travel has been ascertained to be the great source of profit for all Rail Roads, Does this road offer a prospect of securing much patronage from the travelling community? It most certainly does. At Charlotte it will come in direct communication with the great stream of Southern travel, and it will offer to travellers the most direct and pleasant road to the North, through a healthy conntry which can be traversed at all seasons of the year without apprehension of disease,

It has been my misfortune, Mr. Speaker, to be compelled to make frequent journeys to the far South, and I know that the travelling public dread a journev through the lower part of South Carolina between the months of June and November. The direct route of this road, moreover, will be through eight counties \$1,070,477. It is now perfectly well ascertained, in North Carolina, containing more than 100,000 inhabitants, and a real estate valued at more than 9,000,000 of dollars, most of which population must be exclusively dependent on this road. This region be exclusively dependent on this road. This region moreover is becoming rapidly manufacturing, a class in society who give more business to rail roads, as is daily witnessed in New England, where rail roads and that is the example which is known to be converted into a fishing, this interest, I am sure for one prolific source of evil would be removed, most latitudinous acceptation. The Lord of the Sabriver fisheries, though the latter be much more part of the State, must necessarily and that is the example which is known to be a certain degree, a moral reform, and while seins are the heart be as corrupt in fact, there would not be much more than the heart be as corrupt in fact, there would not be much more than the heart be as corrupt in fact, there would not be much more distributions and while seins are the heart be as corrupt in fact, there would not be multiplied and every eligible foothold is seized upon that external manifestation of the Sabdaily witnessed in New England, where rail roads and the second of the Sabinterest of the Sound fisheries for the benefit of the sabinterest of the Sound fisheries for the benefit of the sabinterest of the Sabintere daily witnessed in New England, where rail reads and that is, the example, which is known to have a bath has given us a correct idea of a work of necessarily and that is, the example, which is known to have a bath has given us a correct idea of a work of necessarily in the whole eastern part of the State, must necessarily and that is, the example, which is known to have a bath has given us a correct idea of a work of necessarily in the whole eastern part of the State, must necessarily and that is, the example, which is known to have a bath has given us a correct idea of a work of necessarily in the whole eastern part of the State, must necessarily and that is, the example, which is known to have a bath has given us a correct idea of a work of necessarily and that is, the example, which is known to have a bath has given us a correct idea of a work of necessarily and that is, the example, which is known to have a bath has given us a correct idea of a work of necessarily and that is, the example, which is known to have a bath has given us a correct idea of a work of necessarily and that is, the example in the whole eastern part of the State, must necessarily and that is, the example in the whole eastern part of the State, must necessarily and that is, the example in the whole eastern part of the State, must necessarily and that is, the example in the whole eastern part of the State, must necessarily and that is, the example in the whole eastern part of the State, must necessarily and the state of the sta

neighbor, finish the clearing, and raise a crop; or of the country. Reject the bill on your table, pass ought he like a fool and a sluggard, lie down in dis-

we might have saved the whole investment; yet with a short-sighted and timid economy we ahandoned what had been done and sacrificed \$1,070,477 of the States property to greedy speculators, who like hungry vultures are always ready to prey upon the follies and misfortunes of the weak and injudicious! Is there, Sir, a constituency in North Carolina, before whom any member here can stand up and repeat such an excuse for such a vote as this! And yet it will be literally the truth concerning all those who vote such an excuse for such a vote as this? And yet it will be literally the truth concerning all those who vote against this bill, unless, they present a substitute better calculated to save the interest of the State from its present precarious condition.

In worldly affairs it has passed into a proverb, that a judicious liberality is the best economy. Let us as statesmen practice upon this mutto; let us for a while forget the miserable struggles of party and the intrigues for office; and North Carolina may yet become a great and flourishing commonwealth.

New Orleans. I hold it as a maxim in our improvements, that they should be directed towards the ocean, in the manner best calculated to relieve the State generally of its natural difficulties. Pass the bill on your table, and there will be at least one great avenue into our interior, nearly equal to a navigable river, from which other improvements may hereafter diverge, and the whole State be ultimately banefited.

I will moreover say to those gentlemen who prefer the Danville route, that a road from Charlotte to Danville can never be built without a your liberal such ville can never be built without a very liberal sub-scription by the State—a much more liberal one than the one proposed in this bill. The State of Virginia has subscribed \$900,000 to the Richmond and Danville Road, and it is very doubtful at this time whether the balance of the money can be procured. Is it probable then, Sir, that the distance from Danville

to Charlotte—140 miles—can be made by individu-ale 1. The stopment of the proposition is sufficient I have now, Mr. Speaker, finished the task assigned me by the Senate. It has been to me far from an agreeable duty, for it is a road along which no laurels are to be gathered. The bill on your table present in my estimation the best, if not the only remedy, for the difficulties we are placed in from this Raleigh and Gaston Road. It is unnecessary for me to re mind the Senate that individually I have no feelings or anxiety on the subject. I reside in a part of the State that never has been and probably never will be benefited by any legislation here. My constituents are only reminded of your existence as a government by the occasional grasp of a tax-gatherer. I can, therefore, Sir, in advocating this bill, not even expect that

less than "idle bauble," popular applause, which is as fickle as it is worthless.

N. B. Since the above was delivered, I have seen Professor Mitchell's survey of a turnpike Road from Raleigh west, and he makes the shortest distance from Raleigh to Salisbary 118 miles-the distance via Chapel Hill and Greensborough, 129. I am also informed that heavy bar iron can be furnished at the rate of \$1357 dollars per mile, so that about \$116,000 dollars would be sufficient to put the Ra-

SPEECH OF MR. BALLARD,

Delivered in the House of Commons, upon the subject of Lay-Days, upon the waters of Eastern North Carolina.

MR. SPEAKER: The subject of lay-days upon the waters of Albemarle and Croatan Sounds, and the present and all future generations yet unborn, not to rivers emptying therein, is one of great importance, violate the Sabbath, but keep it hely. From these and peculiarly so, to certain portions of Eastern North Carolina. I am not ignorant of the fact, that this is a hack-

neyed theme, one that has claimed the calm considwould it have been, and at variance with my inclina- their land lay some seventy or eighty years in a state tion to occupy the position that I do on this occasion, of desolation. All in consequence of their disobedi-in obtruding myself upon the attention of this house, ence in net observing the Sabbath to keep it holy. did I not feel an abiding interest in the subject.

speech, for I am opposed to too much speech-making; might suppose, to favor that spirit which the selfin the first place, because it retards the transaction righteens Pharisees fostered when they reprimanded of public business; and secondly, because having but the Saviour and his disciples for plucking a few ears little legislative experience, I do not claim to myself of corn when they were a hungry. I believe there the ability of making a distinguished flourish before is no precept in holy writ, making it obligatory on

ndifference, and submit the subject into more expe- of the bill will chiefly found their defence. rienced and abler hands. But regarding this bill as As the discussion of this subject, has assumed such calculations should enter as an item of secondary importance. We therefore, in the outset of this dismoral health of the people, as well as for their pecufloor, that men cannot be forced to be moral by any and hitterest terms. acts of legislation; therefore that this position is untenable. It is true that where the heart is cormpt

the consideration of those gentlemen who prefer a something or it means nothing; if it means what it more of a disposition on the part of legislators to such laws as may exert a salutary influence on a great perform their duty in legislating for the morality of number, notwithstanding they may act prejudicially

gating such an unhallowed custom—if its operations cannot be directed to the consumnation of such a great and good purpose—if the Divine institution is to be abrogated, and holy command sacrilegiously violated by pursuing a custom that has originated from a sordid and inordinate desire to accumulate filling lucre—then in vain have our distinguished moral philosophers labored from time immemorial, to put forth to the world in the second state of the part of the second state of the part of the second state of the second st forth to the world a system of ethics, whereby the moral health of the people might be ameliorated. In valo have eminent theologians exerted their mora and mental energy, and exhausted their mental resources in endeavoring to suppress vice and promovirtue. More abortive will their efforts ever be, standing upon the watch-tower of Zion to promulg the everlasting truths of holy writ, which have en inted from the immaculate God and designed a condition of enlightened christianity, with all its concomitant blessings. In vain has the God of the Universe himself, proclaimed the law from Sinai, and written it in a table of stene, and given it as the fourth commandment in the immortal decalogue, " re-

member the Sabbath day to keep it hely." This custom of incessant labor in hauling the sein on Albemarle and Croatan Sounds, and their tributaries, every day and night for several consecutive weeks, is a custom which has been established in eas-tern North Carolina; and I hesitate not to say, purely as the legitimate offspring of that overweening and merbid anxiety, which frequently manifests itself, to accumulate wealth, though countenanced and sustain ed by men of high respectability and noted distinct

It is to me a matter of profound astonishment that it should be tolerated in this enlightened period of the nineteenth century, when the light of moral science is diffusing its happyfying influence over the habitable globe, transforming the mind of man and indelibly impressing upon his senses the doctrine of his moral obligations; when the sun of christianity has arisen almost to the zenith of its brightness, and remitted its brillant rays over the earth, illuminating the mind of man, and implanting in his soul, a spark of the essence of Divinity itself.

Sir, it cannot be countenanced and sustained, without the participants in the unballowed work receiving that punishment infixed to the infringement of Jehovah's holy laws. When I look around me and see such indications of intelligence beaming forth from every eye, my own convictions speak to me in language not to be misunderstood, that I am addressing gentlemen no less distinguished for their morali-ty, then for their political sagacity and wisdom; I therefore feel justified in enforcing this subject upon dispassionate judgement. We read in holy writ, in Leviticus and Nehemiah, language directly to the purpose in the discussion of this subject, language which should make a deep and lasting impression on the mind of every man. It stands forth as a record of inspiration, and as an everlasting warning, to the records we evidently see the wrath of God manifested, and while other nations upon the earth were enjoying peace and prosperity, as the legitimate result of obedience to his laws, the Jewish nation came near beeration of the Legislature of North Carolina at pre- ing destroyed; and according to the authority of the When I speak of our obligations to abstain from la-I do not arise because I am anxious to make a bor on that day, I would not be understood, as some us to abstain from work on that day of strict neces-

I occupy this floor then, Sir, because I hope I am sity. This leads us to the consideration of an imactuated by more noble and exalted impulses-by the portant argument, which has been urged against this highest considerations of duty, not only to my consti- bill, viz: that hauling the sein on the Sabbath is a tuents, but to my country; for this is a proposition work of necessity; and this point having been seized not entirely local in its tendency, and were I not upon heretofore, it requires the exercise of no overinfluenced by considerations like these, I should re- wrought fancy to anticipate this position as constitutmain silent upon my seat and fold my arms in listless ing an important basis, upon which the opponents

containing two important features, the one whose a latitudinous range, we are forced into the necessity purpose it is to achieve a great moral reform, and the of taking a more general view than we expected, for other to produce a great pecuniary influence, I esteem the bill demands a discussion partaking more of a it to be second in magnitude and importance to but Theologico-political mature, than exclusively politivery few, which may be or have been presented cal. To suppose this to be a work of necessity, evinconsideration of this house. What does this bill tions of Scripture, to strengthen the base passions of propose? Its object is to impose a lay-day on the waters of Albemarle and Croaton Sounds and their only that base and sordid eagerness to acquire wealth. waters of Albemarle and Croaton Sounds and their only that base and sordid eagerness to acquire wealth, tributaries, from Saturday night twelve o'clock until which prompts an individual to advocate such a doc-Sunday night twelve o'clock. In the discussion of trine," I believe a man is no more justified in hauling this subject, we are not to estimate alone, the pecu- a sein on the Sabbath, than he is in ploughing during niary benefits which the establishment of a lay-day the crop season; notwithstanding the season of the on the Sabbath may produce to the people, for money one be shorter than the other; yet it is a fact well known that the farmer could reap more abundant harvest in autumn, did he continue incessantly the cussion, regard this to be a true proposition, that we operations on his farm from spring till autumn with-are under imperious obligations to legislate for the out relaxing his energies or intermitting one day's labor. Yet while the one is approbated and esteemniary amelioration. But it has been argued on this ed as honorable; the other is repebated in the severest

Sir, it seems to me, to be perfectly obvious, that the whole christian world, wherever the Sabbath is

of men, when the importance of such restriction is evidently designed for the public good, is an attempt to subvert those great principles by which the wisest of legislators have been actuated in past legislation. It is challenging the intelligence of those who acted the most conspicuous part in the deliberations of nearly every session since the foundation of the government of the government of the foundation of the government of the gover

that at every previous session, certain laws have been enacted affecting either directly or indirectly the rights and privileges of some persons. Consequently such a thing as absolute equality in rights and privileges cannot exist under the influence of a wise and wholseme system of legislation. It is like the fabled existence of the mermaid, that inhabits the mighty deep, with angel wings and human form; and, according to the language of the poet, "From the deep often takes an etherial flight,"
To bask in the climes of more vivid light;"

but which exists in the imagination, not in reality ciple, that it is proper to restrict the few for the bene fit of the many, it is only necessary to bring to the consideration of this House, one law which is to be found in every stafute book in every State of this Hoise. That law in this State says "that no person whatsoever, upon any contract shall directly or indirectly take for loans of any moneys, wares, merchandise, or commodities whatsoever, above the value of six dollars, by way of discount or interest for the forbearance of end nundred dollars for one year, &c."; and it goes on to say that if any person shall take more than six per cept, he shall forfeit and lose for every such of fence, the double value of moneys so lent, &c. Now here is a law directly in point—the monied capitalist or miser cannot use his own money as he chooses His rights and privileges are restricted for wise and wholesome purposes, to prevent him from speculating upon the necessities of the poor-to prohibit him from taking the advantage of the law upon this subject, the natural impulses, which seem to control most men, in their thirst and anxiety to accumulate riches, would triumph over their better feelings-over those philanthropic emotions which should actuate every bosom, and cause the aristocratic monopolist to extort from the hard and dear earnand although this law, now in existence, seems to

be oppressive to those who have their thousands of

dollars to loan out, yet it vindicates the great re-publican doctrine for which we contend—the greatest good to the majority, with the least injury to the minority. There have been many laws passed at previous Legislatures establishing an embargo upon particular rivers in the State, which were designed to carry out the same principle as this bill, but more restricted in their operation. We therefore contend that the restrictions which we propose, will act beneficially to a majority of those, upon whom the law is designed to operate at all. And, in the first place, they will prove beneficial to nearly every fisherman on the streams tributary to the Albemarle Sound, for they will necessarily remove to a certain extent that obstruction caused by the numerous Sound fisheries, where seins from two to three thousand yards long are used. These seins operate as obstructions in a two-fold manner-first, by catching the fish, secondly, on account of such incessant hauling, by divertng them from their accustomed haunts, and preventing them from ascending the rivers. But it has been argued that those seins cannot constitute such a material obstruction, because the Sound is several miles wide, and that the seins do not extend more than that upon a superficial view, this argument seems to sound with some degree of plausibility; but, upon a closer examination it loses all its cogency and force, because it is well known by every man who is conversant with the business, that the fish invariably run near the shores during the spawning season of to a mile from the shore, and they do not seek the deepest water, but the contrary; for it has been implanted as an instinctive quality in their nature to season of the year, in order to fulfill the high destiny of their nature—the perpetuation of their species. The pleasant shoals and sunny shores stretch forth, as it were, their hands to invite them, and bid them welcome to their happy retreats, where they tarry for a while loiterin, upon the shoals in pleasant weather, or basking in the rays of the congenial sun.

This is true, not only as regards the herring and shad, but also as regards the various species of fish, morality—and as a law can suppress many flagrant crate this holy day, they would be reined to the violations of moral principles, it follows as a matter of course, that a law can operate beneficially in producing to a certain degree, a moral reform, and even if of scorn would designate them from their fellow rial difference whether the Sound be five or forty daily witnessed in New England, where fair roads are pushed with profit into every nook and corner of the country, and sought after as the safest mode of investing money.

I will, Mr. Speaker, detain the Senate a few money in this State which prohibits working on the Sabbath day? In order that we might well comprehent to prohibits working on the Sabbath day? In order that we might well comprehent the same of those greatlesses whether it be lawful to heal on this State which prohibits working on the Sabbath day? In order that we might well comprehent the nature of a work of necessity, he says the same of those greatlesses whether it be lawful to heal on the Sabbath day? In order that we might well comprehent the nature of a work of necessity, he says the same of those greatlesses whether it be lawful to heal on the Sabbath day? In order that we might well comprehent the nature of a work of necessity, he says the same of those greatlesses whether it be lawful to heal on the Sabbath day? In order that we might well comprehent the nature of a work of necessity, he says the same of those greatlesses whether it be lawful to heal on the Sabbath day? In order that we might well comprehent the nature of a work of necessity, he says the same of of the incalculable benefits this extension will produce to the section of country which it will traverse;
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what man shall there be among you, that shall have
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to gentleman from Chowan, that if an embargo is
understand the distance from Charlotte via Salisbury
which language the only rational and logical deducto the consideration of those gentlemen who to the sent the subject to the sent in the consideration of the subject to the subject to the sent in the consideration of the subject to the subject to the sent in the consideration of the subject to the relieve the State from its present burden in regard to the Radigh and Gaston Road, and to secure the greater part, if not all of the \$1,070,477 already intended in the Danville route to the saving of about one greater part, if not all of the \$1,070,477 already intended in the road to Charlottee. Our State now is in the condition of a farmer who owns a large tract of heavily timbered fertile land, who has exhausted all his means and finds his means and finds his land about half cleared, and in tended of the subject tended of the subject titles, but we are sustained by the condition of a farmer who owns a large tract of the interior the choice of several markets, it will be confined to one, and that one not a seaport but a portance of the subject titles, but we are sustained by the condition of a farmer who owns a large tract of the interior the choice of several markets, it will be confined to one, and that one not a seaport but a portance of the subject titles and the sound inshermen and those near the mouths of the subject titles, but we are sustained by the condition of past legislation. We contend then the times and those near the mouths of the surface of the subject titles, but we are sustained by the condition of past legislation. We contend then the times and the sanction of past legislation. We contend then the times and the sanction of past legislation. We contend then the times and the sanction of past legislation. We contend then the times and the sanction of past legislation. We contend then the times and the sanction of past legislation. We contend then the there is a not the tended on the other side of this is unconsidered; if the a salutional, and if it is not unconstituted, and privileges of men as and privileges of men as and privileges of men and privileges of men as and the sanction of the surface of the surface of the subject that, it is not men that this law should be an ended; for if it be a salutional, and if it is not unconstituted. It is not the intended on the other side of the intended penalty of one dollar with much reluctance, when he judicious legislation, was for the public good, and and it should happen when there is a run of fish, as realizes his hundreds and thousands thereby; and it that all laws should bestow the greatest amount of the fishermen say, the imposition of such an embargo is certain, that the present law in regard to its effect on hauling the sein, may be construed as manifesting more of a disposition on the part of legislators to

effect, we should abandon our position entirely, and

merits of this bill, the intrinsic merits of this doctring, the greatest good to the majority, with the least injury to the minority, will abundantly recommend them selves to the unbiassed judgment of this house. of fish in the various rivers emptying iato the sound is to be ascribed to the fact, that several of the inlets through which the fish passed, are now closed. It is true that several of them have been closed for

inlets, the water has become fresh in the eastern part of the sounds, and that the fish in obeying an instinctive impulse, never progress far in the fresh water, It is a fact, cacteris paribus, that the higher up the rivers the water becomes salt or brackish, the farther the fish ascend. But if there are causes susceptible of the highest proof which prevent them from passing beyond a certain point in the sounds and rivers, they act as a barrier, as effectual as though every inlet on the coast were closed, so far as their passage beyond these points are concerned. And these large seins constitute the barriers. It is well known to all who live in the eastern section of this State, that the inlets are continually closing up and others secoming open; that some years the communication between the sound and the ocean is freer than others; and agreeably to the arguments of the opponents of the bill, it would follow as a matter of course, that the quantity of fish would vary according to these circumstances. But what is the fact? Why there has been a regular decline for a number of years past, in consequence of the in consequence of this monopoly increasing year after year ; and I suppose there are ten fisheries now where there was one a few years ago, Again, in the year 1844 or 1845, I am not certain which, the water was brackish higher up these rivers, than it had been for fifteen or twenty years previously; and it is a noto-rious fact, that it was so much so, that immerse quantities of crabs were caught a great distance from the mouths of these rivers; and according to the

to have been a greater number of fish caught remote from the mouths of these rivers. But what was the fact? There were as few if not My impression is, and it has been confirmed by close observations and many enquiries made in reference to this business, that notwithstanding the comparatively small number of fish taken from our rivers of late years, yet including the sounds and rivers, there are nearly as many, in the aggregate, caught of a season as formerly. But the greater the number engaged in the same enterprise, and the greater the competion, the more meagre must be the profits. But, Sir, admit the fact, that there is a manifest

arguments of those opposed to the bill, there ought

diminution in the sounds, does not common sens teach every man, that there must still be a greate diminution in the rivers, in consequence of the mon-opoly carried on in the sounds and near the mouths of the rivers, by fishermen with these large seins If one seventh part, (for that is the proposed restric-tion) of the fish caught by these seins, were allowed to pass up the rivers, it would make a material difference in the fishing interest remote from the

But however much or little one lay-day may affect the sound fisheries, our greatest and most manifest grievances, under which the people remote from the sounds labor, is in consequence of the incessant hauling of the seins at and contiguous to the mouths of these tributary streams. What does the history of this business for the last forty years teach us? Why, Sir, from the most authentic information which wa have been enabled to acquire, in the year 1808 there were only about ten seins hauled in the waters of easttern North Carolina including the Albemarie sound and its tributaries. What has the intervening period accomplished? A new and powerful impulse has been given to this species of enterprise, in consequence of its lucrativenes. And while the attention of eastern capitalists has been directed to this great and important interest, and thereby concentrated the benefits upon the few, by literally eviscerating the Sounds and rivers, of the teeming myriads, by one united and systematic monopoly; thousands upon thousands are deprived of their portion of the boomties of nature. Sir, the genius and spirit of ou government discountenance monopolies of all kinds. And while the rights of one class are restricted for the benefit of the many, as I have shown, let not others claim freedom from the restricting power of the law; for the blessings of government "like the dews of heaven should fall equally upon all." The time has been when our small rivers and creeks a distance from the Sound, were alive with

these blessings of Providence; when the citizens of the central and western portions of the State, could be supplied with little labor and expense; for I am informed that every year, even with the inconveniences and disadvantages of the distance, hundreds, thousands and millions of fish, are transported from which inhabit the shallow waters. The observation the Seaboard to the mountains in waggons. The it may remain so still, in many instances in defiance observed, should, without the exception of a single of every man, bears witness to the fact, that during time has been when the poor and indigent residing to the most correct system of legislation to the con-trary. But we do assume it as an undeniable fact, that legislating for a moral effect has not only received the warmest and most united approbation of the wisest and best of men, but their talents have been wisest and best of men, but their talents have been wisest and best of men, but their talents have been wisest and best of men, but their talents have been wisest and best of men, but their talents have been which would inevitably be forced upon the claimed them during the cold and frigid season of the supply has been cut off. In many of our small their claimed them during the cold and frigid season of the supply has been cut off. In many of our small their claimed them during the cold and frigid season of the supply has been cut off. In many of our small their claimed them during the cold and frigid season of the supply has been cut off. In many of our small their claimed them during the cold and frigid season of the supply has been cut off. In many of our small their claimed them during the cold and frigid season of the supply has been cut off. In many of our small their claimed them during the cold and frigid season of the supply has been cut off. As it is a fact that a variety of immoral habits and should be so blinded by the God of mammon, and so the year, and cause them to seek their abode near of fish were caught, numbers of fish were caught. abandoned entirely, in consequence of driving then

The pecuniary emoluments arising from this business, excite in the bosom of men of capital spirit of continual competition, and while seins are of retaining those advantages which they then pos-

There are hundreds and thousands of persons, re-This, Mr. Speaker, is true, for if it had not this tributary to the Albemarle Sounds, whose chief emcalles would certainly appear in the shape of a sherriff, and self-less well be including any evidence of having the product of his lift for a song.

The shape of the less of the shape of a sherriff, and self-less of the shape of a sherriff, and self-less of the shape of the less of the shape of the shape of the less of the shape of the sh ployment in the spring, is fishing with small seins, nets and weirs, and whose dependance is on that small portion of their stream, which they have at their